As indicated above, most of the amenities have been provided commensurate with the passenger traffic at these stations and are considered adequate.

(c) Saharanpur railway station has been selected for development as a Model Station. Further, deficiencies in minimum passenger amenities are being made good as a continuous process based on availability of resources and other relative priorities.

**Bifurcation of Westzern Railway Zone**

414. SHRI SANJAY NIRUPAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to bifurcate the Western Zone Railway Headquarters; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Western Railway Zone is being reorganised in the process of creation of new Railway Zones. Ajmer and Jaipur Divisions of Western Railway will go to the new North Western Railway, Jaipur, *w.e.f.* 1.10.2002 and Kota Division of Western Railway will go to the new West Central Railway, Jabalpur, *w.e.f.* 1.4.2003.

**Re-demarcation of Railway Zones**

415. SHRI KARNENDU BHATTACHARJEE:
SHRI R.P.GOENKA:
SHRI ABANI ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to create two additional Railway Zones and re-demarcate the jurisdiction of several other zones;

(b) if so, the details thereof and. the reasons therefor;

(c) the expenditure likely to be incurred on creation of these zones;

(d) whether Government's move has been opposed by the concerned State Governments, various federations of Railway workers and different political parties; if so, the reasons therefor; and

(e) Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Government had decided to create not only two, but seven new zones. As a result thereof, the jurisdictions of all the Zonal Railways, except North East Frontier Railway, are being redrawn.

(b) The details of jurisdictions zone-wise and their dates of operationalisation are given as under:

| si. No. | Railway | Area of Jurisdiction | Date of ope rationalisation |
|---|---|---|---|
| 1. | East Central Railway, Hajipur Notified on 14.6-2002 | • Sonpur and Samastipur Divisions of North Eastern Railway. Danapur, Mughalsarai and Dhanbad Divisions of Eastern Railway. | 01.10.2002 |
| 2. | North Western Railway, Jaipur Notified on 14.6,2002 | • Bikaner and Jodhpur Divisions of Northern Railway. Jaipur, and Ajmer Divisions of Western Railway. | 01.10.2002 |
| 3. | East Coast Railway, Bhubaneshwar Notified on 04.7.2002 | Khurda Road, Waltair and Sambalpur Divisions of South Eastern Railway. | 01.4.2003 |
| 4. | South Western Railway, Hubli. Notified on 04.7.2002 | • Bangalore and Mysore Divisions of Southern Railway. Hubli Division of South Central Railway. | 01.4.2003 |
| 5. | West Central Railway, Jabalpur. Notified on 04.7.2002 | • Jabalpur and Bhopal Division of Central Raitvay. Kota Division of Western Railway. | 01.4.2003 |
| 6. | North Central Railway, Allahabad, Notified on 04.7.2002 | • Allahabad Division of Northern Railway. Jhansi Division of Central Railway. Agra Division (New) | 01.4.2003 |
| 7. | South East Central Railway, Bilaspur. Notified on 04.7.2002 | • Nagpur and Bilaspur Divisions of South Eastern Railway. Raipur Division (New) | 01.4.2003 |

The seven new zones are being created to provide relief to the heavily worked existing Zonal Railways and improve efficiency.

(c) The expenditure likely to be incurred on creation of these seven new zones is around Rs. 600 crore, including Rs. 58 crore already incurred.

(d) Some opposition has been voiced from various quarters from time to time. However, after issue of notification, there is no formal communication received from the federations. The West Bengal Government had opposed the reorganisation of Eastern Railway on the grounds of certain apprehensions like reduced size and crippling of Eastern Railway, transfer of staff, operational disadvantages and State boundary considerations.

(e) The Government does not agree with their views.

**Touts in railway station complex**

† 416. SHRI HARENDRA SINGH MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn towards a news-item captioned, "Railway Araksrjan Kendra Mein Dalalon Ka Samrajya", published in Rashtriya Sahara dated 9th June, 2002, reporting about the hold of anti-social elements in the railway station complex due to negligence of the employees of the Railways and the Railway Police; so, the facts in this regard and Government's reaction thereto;

(b) the steps being taken/proposed to be taken by Government to get rid of the railway reservation centre from the touts; and

(c) the success achieved by Government through the above steps?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) It is not correct to say that there is a hold of anti-social elements in the Ghaziabad railway station complex due to negligence of the employees of the Railways and the Railway Police. However, the authorized travel agents and their representatives are permitted to buy tickets on behalf of the passengers.

"Policing" being a State subject, prevention and detection of crime on Railways, including running trains, is the constitutional responsibility of the State Governments. The Railway Administration has taken the following steps to tighten security in trains:—

(i) Anti-social elements are removed from Railway premises and trains.

† Original notice of the question was received in Hindi.